

REMARKS

The specification has been amended as needed so as to place this application in condition for disposal at the time of the next Official Action.

The claims previously in the case have been replaced by a set of new claims, which are believed to be proper as to form and clearly patentable over the cited references. When drafting the new claims, careful attention was paid to the Examiner's formal objections to the previous claims, all of which formal objections are believed to be satisfied by the new claims.

Reconsideration is accordingly respectfully requested, for the rejection of certain claims as anticipated by NABUURS U.S. Patent No. 6,086,146.

The aim of the present invention is to reduce, even prevent, aerodynamic disturbances.

According to new independent claim 19, the uncoverable vehicle includes a wind deflector in the form of a panel which extends from the trailing edge of a windshield, on the whole width thereof, wherein said deflecting panel is fitted, in its medial portion intended to be situated between both front seats, with means to deviate the air flux downward (please see page 8, line 26 of the English specification; Figures 1 and 2) to the inside of the passenger space, between both said front seats (please see page 6, line 8 of the English specification), in order to oppose the formation of turbulent recirculations.

NABUURS discloses a vehicle with an opening in the roof, which includes a windshield, a sliding roof (3) and two front seats, which vehicle also includes a wind deflector panel (1) extending from the trailing edge of said windshield on the whole width thereof.

The deflecting panel (1) is fitted, in its medial portion situated between both front seats, with a flow channel (5) laid out to deviate the air flux upward (see Figures 1 and 3; this upward orientation is also due to the upwardly tilting or sloping of the outlet 8 as mentioned in column 1, lines 48-51 and column 2, lines 55-56) above the passenger space.

This flow channel (5) is arranged to oppose the formation of a "booming" effect (column 2, lines 63-64).

As a result, contrary to the present invention, NABUURS does not disclose that the deviation means of the deflector panel deviate the air flux:

- downward (upward in NABUURS), and
- to the inside of the passenger space (above said space in NABUURS).

Moreover, as the air flux is deviated upward in NABUURS, the deviation means do not have any particular action on the phenomenon of turbulent recirculation.

Indeed, the structure of NABUURS is arranged to prevent "booming" effect, and absolutely not to suppress turbulent recirculation in the passenger space of the vehicle.

As the new claims bring out these distinctions with ample particularity, it is believed that they are all patentable, and reconsideration and allowance are respectfully requested.

The Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or credit any overpayment to Deposit Account No. 25-0120 for any additional fees required under 37 C.F.R. § 1.16 or under 37 C.F.R. § 1.17.

Respectfully submitted,

YOUNG & THOMPSON

A handwritten signature in black ink, appearing to read 'Robert J. Patch', written over a horizontal line.

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